

FISHERMEN'S CLOSE CALL

Eddie Duvauchelle, the Molokai fisherman, had a trying experience in the recent kona, which nearly cost him his life.

Last Saturday he was at Lahaina and a gale was blowing. He wanted to return to Molokai that night but was advised not to make the attempt.

Fearing, however, that his launch would be smashed by the rough sea if he remained at Lahaina, he set out for his home at Pukoo at 5 p. m. With him was Bill Jones, who was running the engines.

They got as far as Kaanapali but as the surf was too high to permit of a landing being effected an attempt was made to tie the little craft to a scow. While this was being done the scow, raised by the swell, crashed down on the launch's bow causing a bad leak to be sprung. The water poured in so fast the engines had to be stopped.

Duvauchelle and Jones baled the boat out and contrived to plug up the leak. Then they made another start for Pukoo.

The weather was fearful and the wind blowing with hurricane force. In the pitchy darkness and driving spray all sense of direction was lost and it was not until 2 a. m. that a light indicated that land was being neared.

The place proved to be Napili, a Maui port, about ten miles from Lahaina from which place the launch had started some nine hours previously.

Anchor was dropped off-shore and as a landing was out of the question and the waves threatened to overwhelm the launch, Duvauchelle and Jones plunged into the boiling surf and swam ashore.

They emerged from the water, numb with cold and with the life nearly buffeted out of them. Making their way to a house near the shore, circulation was restored by rubbing down with hot water.

Next morning the launch was found on the rocks smashed to pieces. It is believed, however, that the engines can be repaired and put in commission again.

KAY AWARDED \$1000 DAMAGES

(From Saturday's Advertiser.) Thomas S. Kay was awarded \$1000 damages against F. B. Whitin by a jury in Judge Robinson's court last night, after a trial occupying four days. The jury retired at 6:45 and returned with its verdict at 7:30.

The cause of action was injury sustained by plaintiff in a collision between defendant's automobile and a hack in which he was riding, near the Hawaiian Hotel some months ago. Damages of \$5000 were asked and a similar suit by the hackman, Gumpfer, is pending. J. J. Dunne and W. T. Rawlins were attorneys for plaintiff, and C. E. Peterson represented defendant. The case was hard fought throughout the trial.

Mr. Dunne, in his closing address to the jury, indulged in some humor at the expense of Marston Campbell, an expert autoist called as a witness by defendant, reciting the following verses:

OVERWEIGHTED.
He sat on the jury. He noted with care
Everything offered in evidence there
He took the exhibits, with caution in hand,
And heard what the witnesses said on the stand.

As the days passed along he felt sure he could trust
His judgment to offer a verdict quite just;
But his confidence straightway gave place unto doubt
When the experts their theories gravely brought out.

Of anatomy now he knows much that is new;
Of wild auto's pranks, and weird distances, too;
Collisions unknown he's able to trace,
But he's wholly forgotten the facts in the case.

THE LANAI CASE.
Complainant, L. L. McCandless, in the injunction suit against James W. Pratt, Commissioner of Public Lands, relative to the proposed Lanai land exchange, is given until January 7 to file a reply brief, by order of Judge De Bolt.

KALANIANAOLE SUE.
H. G. Middleitch, trustee in bankruptcy of Chas. F. Herrick Carriage Co., by his attorney, A. S. Humphreys, has brought a creditor's bill against Jonah Kalanianoale and Kapilani Estate, Ltd., for \$218 with 7 per cent. interest from March 1, 1903. It is alleged that Kalanianoale is the owner of 1500 shares of the 2000 shares of the capital stock of Kapilani Estate, Ltd., of a par value of \$100 each, and it is prayed that defendants may be cited to disclose the number of shares in question, that pending the final determination Kalanianoale be enjoined from disposing of his shares, that upon the final hearing he may be adjudged to be indebted to complainant as stated, and that his shares be condemned and sold to satisfy the debt.

CROUP.

A reliable medicine and one that should always be kept in the home for immediate use is Chamberlain's Cough Remedy. It will prevent the attack if given as soon as the child becomes hoarse, or even after the croupy cough appears. There is no danger in giving it to children, for it contains no opium or other harmful drug. For sale by Benson, Smith & Co., Ltd., agents for Hawaii.

MUNIFICENT GENEROSITY

(From Sunday's Advertiser.)

Rejoicing abundant in the great Hackfeld establishment in Honolulu yesterday. The great joy there created will extend also to the various Hackfeld branches throughout the islands—at Hilo, Lahaina, Kalihi, Lihue, Koloa, Waipahu, etc.

Every person in the employ of the house from the highest salaried in the office to the toiler at lowest wage, was presented with a full month's extra pay by order of the president, John F. Hackfeld, now in Germany.

This munificent generosity on the part of the head of H. Hackfeld & Co., Ltd., was exercised by way of celebrating the quarter centennial of his entrance to the firm. It was twenty-five years ago that Mr. Hackfeld became a partner in H. Hackfeld & Co., in comparatively recent years changed from a partnership to an incorporated company. Some years ago the jubilee of the firm was signaled by notable benevolences. The opening of the business palace now occupied by the company was an event of the same period.

Mr. Hackfeld's gift to the employees must amount to many thousands of dollars. It comes to them, too, while their hearts are still throbbing with grateful feelings toward the house for its generous treatment of them at Christmas.

LA PALOMA IS FLOATED.

After eighteen hours' work on the part of the wreckers engaged in floating the yacht La Paloma, which had been driven ashore at Pearl Harbor during the recent storm, the vessel was successfully rescued from the mud and brought back into deep water yesterday. To effect this it had been necessary to dig a six-foot canal for nearly seventy-five feet, bringing the water up to the yacht, after it had been found impossible to drag the yacht back to the water. In this work the launch Brothers was able to render valuable assistance.

The yacht is little damaged as a result of the grounding, a fact upon which Clarence Macfarlane is congratulating himself.

VISITORS FROM TONGA.

Dr. D. McLennan, physician to the King of Tonga, with Mrs. McLennan and Mr. and Mrs. E. G. Rivenburgh, their son-in-law and daughter, arrived in the Ventura for a short visit to Honolulu, where the doctor some years ago practiced. They are at the Hawaiian Hotel. When they left Tonga it was doubted there that Bishop Willis would get the Diocese of Polynesia, lately reported as being created by the Archbishop of Canterbury. This was on account of opposition by the London Missionary Society, which has sustained missions in the South Seas practically ever since the discovery of the islands by Europeans. Bishop Willis was in good health, but at best not stouter than when he lived in Honolulu.

LOS ANGELES WILL COME NEXT MONTH

Secretary Wood of the Promotion Committee received a cablegram yesterday from Secretary Wiggin of the Los Angeles Chamber of Commerce to the effect that the Los Angeles excursion would leave San Pedro for Honolulu on February 23, thus confirming the Associated Press cablegram received here Friday.

Secretary Wood states that the party will come here in a special steamer, about 300 strong. The party will be representative of Los Angeles' business and social elements.

GOOD TOURIST BUSINESS AHEAD

"With the cablegram announcing the proposed Los Angeles excursion to Honolulu today, I feel assured that Honolulu is going to do a big tourist business for the remainder of the winter," said Secretary H. P. Wood of the Promotion Committee yesterday.

"The Canadian Pacific Railway is also taking hold of the Hawaiian end of prospective business, and will do a lot of advertising this winter. The railroad will make a special effort to induce travel over their lines and steamship route to Hawaii."

"The reports from the local hotels are also very assuring."

WHY DRY TOAST IS HEALTHY.

Since most of us are very fond of toast, but eat it sparingly, however, because of the general impression that it is bad for the health, it is pleasing to find a leading medical journal pointing out that toasted bread is really very wholesome, even for invalids.

One thing in its favor is the fact that it places a lighter tax on the digestive functions than ordinary bread, since during its preparation some of the starch grains of the flour are ruptured, while some are converted into dextrine, which is easily soluble.

Further, the crispness of toast necessitates its being completely moistened in the mouth before it can be swallowed. As a rule, therefore, toast is thoroughly submitted to the action of the preliminary digestive process in the mouth.

It is important, however, that toast should be crisp all through, as otherwise the internal portions tend to become plastic and soft, like new bread, and like it, difficult of digestion if not thoroughly masticated.

E. D. Baldwin and family of Hilo are visiting Maui relatives preparatory to settling permanently in Honolulu.

MANY MORE CONES SPOUTING FIRE IN KILAUEA'S CRATER

Among the arrivals on the Kilauea from Hilo yesterday was Captain Walton, of the U. S. Board of Inspectors of Hulls and Boilers. The captain with others has visited the Volcano of Kilauea and speaks well of his trip. Mrs. Walton made the trip two weeks ago and related her experience in the Sunday Advertiser and now she and her husband may compare notes.

Captain Walton has traveled over many seas and has seen the volcanoes of South America. That is, he has visited them as closely as conditions would allow, for the average South American lava-spouter is not as friendly to tourists and will not allow a close inspection during periods of activity.

"It is worth the trip, and more," said the captain last night. "There was not a lot of fire running over the top, as some people who go up expect to find, but the last night I was there the display was entirely satisfactory to every one who went down. It seemed to me there were twenty or thirty cones spouting and as near as I could judge, which was difficult, being above the fire, they were spouting fifty feet high. When Mrs. Walton was up there two weeks ago she saw one cone spouting but that has been succeeded by many more and the floor of the crater is a mass of lava frequently breaking out into one magnificent display of nature's pyrotechnics followed by a short period of lull."

I had a conversation with Surveyor Baldwin when I was at the Volcano House and he told me he had just made measurements which showed the pit to be 602 feet in depth, which is about four hundred feet less than it was a few years ago. I am not a scientist but if common reckoning goes for anything and my judgment can be relied upon that hole will be a good deal shallower two months from now and there will be a good deal more fire in the bottom.

MAIL CARRIER IN AN AUTOMOBILE

The mail routes on the island of Hawaii are not noted for their excellence and in some parts of the island the roads are impassable to all but the mail wagons, which must go whether or no. The road from Laupahoehoe to Waimea, via the notorious "Mud Lane" is so bad that it is with great difficulty that the mails are transported. Previous to the recent heavy rains there were always a number of Japanese stages on the route but with the road cut up as it is they have taken to the tall timber and left the field to the mail stage.

The route from Kilauea, connecting with the S. S. Kilauea, is by land or water as the contractor may prefer. At present the mails go by gasoline launch and the time occupied is from six to eight hours while the land route, which is by trail, may be accomplished in nine hours if all goes well. There is no wagon road direct from Kilauea to Kilauea and when the mail is taken overland it goes on the quarter deck of a mule. For the purpose of investigating, Inspector Carr recently made a trip between Kilauea and Kilauea via Waimea, in an automobile and made splendid time. He says of his trip:

"On January 3 and 4 we gave the mail service by automobile a good test over the mail routes between Kilauea and Kilauea. We followed the course to Waimea, Puuwaawaa Ranch, Huehue to Kilauea on the 3rd, returning by the same route the next day over the government road. It is mountainous and over lava beds. We used a Cadillac machine owned and operated by W. Vredenberg of Waimea. Two persons with the mail for Kona office from the Kilauea were carried on the outward trip and three persons with the mail were carried on the return trip."

"The distance is about sixty miles and the time on the outward trip was five hours and fifteen minutes and the return trip was made in six hours and thirty minutes. There was no accident or any delays on the journey. The test as far as mail transportation over that particular route is concerned was a decided success and very satisfactory and I shall advise contractors to adopt that means of transporting mails."

REPORT OF BIG JAPANESE PLOT

NEW YORK, December 25.—A cable to the World from Havana says: Governor Magoon is investigating a report that Japanese are planning an insurrection in February against American rule in Cuba, the Philippines and Hawaii. The information was given to the American Governor by Mr. Pardini, a Government official.

Five Japanese are said to have been taking photographs and measurements of the fortifications at Havana. Secret police have been shadowing the five Japanese for three weeks. Magoon ordered the police to watch them, but not to molest them. Pardini overheard a conversation between the Japanese, who talked of planning an insurrection among the negroes in Cuba simultaneously with insurrections in the Philippines and Hawaii.

The Japanese plot is said to be due to the antipathy of the Mikado to the United States. This antipathy dates back to the Russo-Japanese peace conference at Portsmouth, and was accentuated by the killing of Japanese seal poachers and the exclusion of Japanese from the schools attended by white children in California.

The Japanese obtained entrance to the new batteries at Havana and Cabañas by pretending to be reporters for the Havana Post. They were well appearing and speak five languages. They lived in poor quarters in the suburbs. Suspicions were aroused and they removed to another address. Sunday the secret police found them and they again scattered. It is said a German acquaintance of Governor Magoon fears arrest.

THIS YOUTH IS AMBITIOUS

E. K. Rose, a young Hawaiian boy who a few years ago essayed to follow the sea for a living, is an example of what a Hawaiian can do in the seafaring profession when he makes up his mind, behaves himself and is diligent and persevering.

Rose, who arrived here as boatswain of the American ship W. F. Babcock, and who is detained here as a witness in a case concerning the vessel, to come before the Federal Court, joined the ship Susquehanna in Hilo, in the capacity of boy at \$10 a month. He had previously attended Kamehameha schools. He next shipped in the bark I. P. Chapman and later in the ship Erskine M. Phelps.

Leaving the Phelps in Philadelphia he joined the S. S. Britannic bound for Bremen, as chief quartermaster. The steamer collided with a schooner and sank, the crew being picked up by the schooner Lilly S. and landed at the port of Boston. Rose went thence to Baltimore where he joined the W. F. Babcock which recently put in here in distress.

Had he sailed with the Babcock from here he would have gone out of port as second mate. In March he expects to pass an examination entitling him to first mate's papers.

G. E. Plitz is another half-white boy who is working his way up in the seafaring profession.

After leaving home at the age of twelve he worked in windjammers for many years and is now chief officer of the L. I. S. N. Co.'s steamer Claudine.

A MYSTERIOUS DROWNING CASE

The drowning of a Japanese sailor off the Nippon Maru on Friday morning adds another mystery to the several tragedies of which Honolulu has been the scene within the past few months. The known facts of the drowning are meagre. After the Nippon Maru had steamed out of the channel on Friday morning, beginning her voyage to the Orient, a man was observed struggling in the water at the Ewa side of the channel, opposite the Myrtle clubhouse. The man had evidently jumped overboard from the liner, although none ashore had seen him do so.

The man was clearly in distress, floundering in the water, and Will Young went to his assistance with one of the Young Bros.' launches. Before the rescue boat arrived, however, the man had gone down for the last time, a necktie floating at the spot where he had last been seen being the sole remaining evidence of the tragedy.

The mysterious part of the affair is that there was no alarm given upon the steamship when the man went overboard, nor was any report of the affair given to Captain Filmer on the bridge, at least not up to the time that the pilot, Captain Macaulay, left the vessel. It would seem hardly possible for a man to jump overboard from the liner in broad daylight without attracting some notice and being brought to the attention of the second officer on the lookout on the stern bridge. In the event of such an affair it would be the duty of the second officer to immediately notify the captain, but at least a half an hour passed without this being done, if it has been done at all.

The drowned man was the second to jump overboard while the vessel was leaving the harbor. After the liner had cast off and was a short distance from the dock a Japanese leaped overboard from the stern and swam ashore, landing back of the railroad wharf. As was the case with the drowning man, no report was sent to the captain.

A theory has been advanced that the second man to jump overboard had been a dummy, a recrudescence of the old smuggling trick of the opium days, but Mr. Young denies that the body he saw sink was other than that of a man. For some time after the drowning the launch cruise about the channel, dragging for the body. A couple of Japanese sampans were also out during the afternoon, searching the bottom with grappling hooks, but unsuccessfully. A sharp lookout was kept up yesterday for the body, but it remains still at the bottom.

So far there has been no trace found of the first Japanese who jumped overboard and who succeeded in reaching shore safely. If he could be located he could probably throw some light on the case of the drowned man.

TRAFFIC AWAITING THE KOHALA RAILROAD

Those who think a Kohala railway would not pay should take a drive up the Hamakua coast and count the Japanese stages met on the road. Every few minutes one encounters a Japanese stage usually well filled with passengers. The passenger traffic alone would be very heavy if there were a railroad to take place of these old stages.

Other livery business it would not decrease, but would probably increase. I don't know how true it is, but there are reports that local stable men do not look with favor on the railroad proposition, being of the opinion that it will cut down the stage and livery business. But it will not do anything of the kind. In the day when Hilo has a railroad which makes her the entrepot she ought to be, she will have a population of the better class of livery stable patrons, who will make far more good business than there is now.—Editor Henshall's "Talk of the Town."

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ONE OF THE SLATES.

Dec. 19.—A marriage at Central Union Church, by Rev. Mr. Buchanan. Mr. W. Wilson of Pukoo to Miss Julia Hattie, late assistant postmaster of Kohala. Reception in social hall same evening.

Dec. 28.—Widespread sympathy expressed for Representative Holstein. His daughter Helen, aged 16, died unexpectedly from blood poisoning. Holidays spoiled by rain.

Measles prevalent. Three families down.

All students of Punahou College home for holidays.

Manager Mason of Pukoo reports heaviest rainfall for December for past four years.

Dec. 30.—Fairly heavy kona with rain. No damage, but a few landslips on road.

Jan. 1.—"Boxer," the popular steward of the Kohala Club, married to Miss Julia Ne of Kapauu. Wedding held at residence of Mr. and Mrs. John Wise, who acted as host and hostess respectively.

Jan. 3.—Another death: A young student of the Kohala seminary died from pneumonia. Her name is Annie Kewaka.

Mr. McKenzie, new manager for Mercantile store, has arrived and former Manager J. Guild leaves tomorrow to take up his new duties with E. O. Hall & Son of Honolulu.

ONE OF THE SLATES.

Here is an laukae slate that is going about, but not with full official sanction:

Conductor Bridgewater—Chief Clerk.

Conductor Reeves—Waterfront Policeman.

Harry Juen—Detective.

Fred Terrill—Armorer.

Robt. Parker—Senior Captain.

Rose Davison—Humane Officer.

Edw. Melanphy—Turnkey.

Capt. Tripp—Turnkey.

Eugene Duvauchelle—Lieut. Mounted Police.

Fred Cortes—Patrol Driver.

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This morning Judge Dole will give a hearing to the libel in admiralty of Inter-Island Steam Navigation Co. against the Japanese steamer Chusa Maru now in port. Depositions of officers of the cable steamer Restorer in this case are on file.

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72 WOMEN IN A BUNCH

Think of seventy-two women in a bunch descending upon Honolulu about the dawn of Washington's Birthday—seventy-two women of California, Mrs. Edith Tozier Weathered, who chaperoned the Oregon Girls to Honolulu so successfully, will conduct the California Amazon Brigade here. She has booked that number of women for her excursion, and there is little doubt that it will be a memorable visit.

"No, there is not a single map—or a married one, either—coming on this excursion," said Manager Bews of the Royal Hawaiian Hotel yesterday. "Mrs. Weathered has ascertained that she can make up a party of ladies entirely and so will discourage any men joining the party. The excursionists will make their headquarters at the Royal Hawaiian during their stay in Honolulu. The ladies are from San Francisco, Berkeley, Alameda, Oakland, and many other California cities. Mrs. Weathered is working up tours to Hawaii in connection with her new magazine, 'Western Tours.'"

KOHALA NEWS FOR TWO WEEKS

The Advertiser's correspondent at Kohala sends the following diary of events in that district. His method of local reporting is novel and ought to just suit those who say they read the newspapers mostly by the headlines:

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